

**MINUTES OF
FAIRFAX COUNTY PLANNING COMMISSION
THURSDAY, MAY 4, 2006**

UNAPPROVED
JUNE 2, 2006

PRESENT: Walter L. Alcorn, Commissioner At-Large
John R. Byers, Mount Vernon District
Frank A. de la Fe, Hunter Mill District
Suzanne F. Harsel, Braddock District
James R. Hart, Commissioner At-Large
Ronald W. Koch, Sully District
Rodney L. Lusk, Lee District
Peter F. Murphy, Jr., Springfield District

ABSENT: Janet R. Hall, Mason District
Nancy Hopkins, Dranesville District
Kenneth A. Lawrence, Providence District
Laurie Frost Wilson, Commissioner At-Large

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The meeting was called to order at 8:15 p.m. by Chairman Peter F. Murphy, Jr., in the Board Auditorium of the Fairfax County Government Center at 12000 Government Center Parkway, Fairfax, Virginia 22035.

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COMMISSION MATTERS

Chairman Murphy noted that the Planning Commission's next meeting would be on Thursday, May 11, 2006.

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Chairman Murphy announced that on March 13, 2006, the Board of Supervisors requested that the Planning Commission, with the assistance of staff, initiate a process to develop a definition and set of principles for transit oriented development (TOD) in Fairfax County that could be eventually incorporated into the Policy Plan volume of the Comprehensive Plan. He said that to accomplish this task he had asked Commissioner Alcorn to lead a special committee of the Commission consisting of members who had transit related interests in their districts to meet with interested representatives of the community. Therefore, in accordance with Section 5-102 of the Planning Commission Bylaws authorizing the Chairman to appoint special committees, Chairman Murphy MOVED THE ESTABLISHMENT OF A SPECIAL TOD COMMITTEE WITH THE FOLLOWING MEMBERSHIP:

WALTER L. ALCORN, CHAIRMAN, COMMISSIONER AT-LARGE
JOHN R. BYERS, MOUNT VERNON DISTRICT
FRANK A. DE LA FE, HUNTER MILL DISTRICT

KENNETH A. LAWRENCE, PROVIDENCE DISTRICT
RODNEY L. LUSK, LEE DISTRICT

WITH ALTERNATES:
SUZANNE F. HARSEL, BRADDOCK DISTRICT
NANCY HOPKINS, DRANESVILLE DISTRICT.

Commissioner Alcorn seconded the motion which carried unanimously with Commissioners Hall, Hopkins, Lawrence, and Wilson absent from the meeting.

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Commissioner Alcorn announced that the first meeting of the newly-formed Transit Oriented Development Committee would be on Wednesday, May 24, 2006, at 7:30 p.m., in the Board Conference Room at the Fairfax County Government Center and he invited anyone interested to participate.

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Commissioner Alcorn also announced that the Land Use Information Accessibility Advisory Group would meet on Wednesday, May 17, 2006, at 7:00 p.m., in Conference Rooms 2 and 3 at the Fairfax County Government Center and he invited anyone interested to participate.

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Commissioner de la Fe MOVED THAT THE PLANNING COMMISSION FURTHER DEFER THE DECISION ONLY ON CPA 86-C-121-8-3, LERNER ENTERPRISES, LLC, TO A DATE CERTAIN OF MAY 18, 2006.

Commissioners Byers and Lusk seconded the motion which carried unanimously with Commissioner Alcorn not present for the vote; Commissioners Hall, Hopkins, Lawrence, and Wilson absent from the meeting.

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Commissioner Lusk MOVED THAT APR 05-IV-10S BE WITHDRAWN FROM THE 2005-2006 SOUTH COUNTY AREA PLANS REVIEW PROCESS AND BE SET ASIDE FOR THE BASE REALIGNMENT AND CLOSURE SPECIAL STUDY.

Commissioner de la Fe seconded the motion which carried unanimously with Commissioners Hall, Hopkins, Lawrence, and Wilson absent from the meeting.

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ORDER OF THE AGENDA

Secretary Harsel established the following order of the agenda:

1. PCA 87-S-061 - ERIC T. SOHN AND HAE-RI KIM
2. RZ 2005-MV-029 - INOVA HEALTH CARE SERVICES
3. S01-CW-17CP - OUT-OF-TURN PLAN AMENDMENT

This order was accepted without objection.

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PCA 87-S-061 - ERIC T. SOHN AND HAE-RI KIM - Appl. to amend the proffers for RZ 87-S-061 previously approved for industrial development to permit site modifications with an overall Floor Area Ratio (FAR) of 0.40. Located on approx. 2.00 ac. of land zoned I-5, AN, and WS. Comp. Plan Rec: Industrial. Tax Map 43-2 ((1)) 5. SULLY DISTRICT. PUBLIC HEARING.

Mark Crain, Harold A. Logan Associates, P.C., reaffirmed the affidavit dated March 17, 2006. There were no disclosures by Commission members.

Jonathan Papp, Zoning Evaluation Division, Department of Planning and Zoning, presented the staff report, a copy of which is in the date file. He noted that staff recommended approval of the application.

Commissioner Koch said that although it was not his standard practice to proceed with a decision until obtaining the Western Fairfax County Citizens Associations' (WFCCA) recommendation, he would move on the application this evening. He explained that the Board of Supervisors' public hearing was scheduled prior to the next WFCCA meeting and he did not want to penalize the applicant by deferring decision.

In response to a question from Commissioner Koch, Mr. Papp said that the application had no outstanding issues.

Mr. Crain said the applicants sought to amend previously approved proffered conditions and the Generalized Development Plan to permit the construction of two buildings with a floor area ratio slightly less than the single structure approved with the original rezoning.

Chairman Murphy called for speakers from the audience but received no response. He noted that no rebuttal was necessary. The Commission had no comments or questions and staff had no closing remarks; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Koch for action on this case. (A verbatim excerpt is in the date file.)

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Commissioner Koch MOVED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THAT PCA 87-S-061 BE APPROVED, SUBJECT TO THE PROFFERS DATED MAY 1, 2006.

Commissioner Byers seconded the motion which carried unanimously with Commissioners Hall, Hopkins, Lawrence, and Wilson absent from the meeting.

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RZ 2005-MV-029 - INOVA HEALTH CARE SERVICES - Appl. to rezone from R-1 and C-8 to C-3 to permit commercial development (office) with an overall Floor Area Ratio (FAR) of 0.20. Located in the S.E. quadrant of the intersection of Lorton Rd. and Sanger St. on approx. 14.55 ac. of land. Comp. Plan Rec: Office and Private Open Space. Tax Map 107-4 ((1)) 75A, 77-82. MOUNT VERNON DISTRICT. PUBLIC HEARING

Sarah Hall, Esquire, Blankingship & Keith, P.C., reaffirmed the affidavit dated May 2, 2006. Commissioner Hart disclosed that although his law firm had matters pending with Ms. Hall's law firm, there was no financial relationship and it would not affect his ability to participate in the case.

Catherine Lewis, Zoning Evaluation Division, Department of Planning and Zoning, presented the staff report, a copy of which is in the date file. She noted that staff recommended denial of the application because it was not in accord with the Comprehensive Plan.

Ms. Hall said residential growth in the southern portion of the County was expected to increase 21 percent by 2010 due to the development of the former prison site and the Base Realignment and Closure (BRAC) recommendations regarding Fort Belvoir. She stated that there would be a critical need for health services in the area and, to help meet that need, the applicant proposed to build a 107,000 square foot HealthPlex. She explained that the building would incorporate a 24-hour emergency room, imaging lab, doctor offices, and operating and procedure rooms for out-patient services. Ms. Hall said that the proposed parking structure would improve the project because it would result in fewer surface parking spaces than originally planned, would act as a retaining wall, and would have a set back of 130 feet. Ms. Hall said that the application provided numerous road improvements including curb, gutter, and sidewalks along Sanger Street frontage; left, through, and right turn lanes aligned with Silverbrook Road; a bus shelter on Lorton Road; 1.77 acres dedicated for the eventual improvement of Interstate 95 and Lorton Road interchange; and a transportation demand management plan (TDM). She said the applicant had proffered at the request of the local residents, to make the Sanger Street improvements before the project construction commenced. Ms. Hall commented that the application provided a substantial landscape buffer that would mitigate noise and lighting and, to the extent possible, would preserve existing slopes and vegetation. She said the application was consistent with the Comprehensive Plan, Shirley Acres Civic Association had approved the project, and the Mount Vernon Council and the South County Federation had recommended to not oppose the application.

In response to questions from Commissioner Byers, Ms. Hall said the words “prior to any clearing and grading” would be substituted for the words “after commencement of construction” in Proffer Number 9. She explained that the applicant requested a modification of the loading space requirement based on experience at another HealthPlex and similar facilities. Commissioner Byers complimented the applicant for increasing the number of trees to be planted thus alleviating the need for a 28 foot retaining wall.

Responding to questions from Commissioner Hart, Ms. Hall said that there were slight revisions to the Generalized Development Plan (GDP) shown in the staff report because the applicant had been able to reduce the height of many retaining walls. She pointed out that the 20 foot high retaining wall would not be visible from Sanger Street.

Ms. Hall, responding to questions from Commissioner Harsel, said that the Board of Supervisors had been the nominator of the most recent Plan amendment which had been approved for a mixed use with an FAR of .5. She said that orientation of the proposed building toward Lorton Road would be restricted due to a 30 foot water easement on the property. Ms. Hall stated that in addition to the two tree save areas, the five story building would have significant landscape buffering. She said that the building had been designed to mitigate noise and that emergency sirens would be used only when necessary. Ms. Hall explained that the improvements to Sanger Street would be on the development side of the street only.

Responding to questions from Commissioner Byers, Ms. Hall said a left turn stacking lane on Lorton Road was presently under construction and adjustments to the light at the intersection were planned. She said that the Virginia Department of Transportation and the Fairfax County Department of Transportation had confirmed that the traffic impacts from the proposed facility could be mitigated.

Chairman Murphy called the first listed speaker and recited rules for testimony before the Commission.

Tina Pettis, 9320 Sanger Street, Lorton, representing the Shirley Acres Civic Association, spoke in opposition to staff’s recommendation due to an insufficient set-back and buffer. Ms. Pettis also expressed concern about the location of an entrance adjacent to the abutting apartment complex, as proposed by staff, because it would cause safety issues due to the increased traffic.

Neal McBride, 8105 Winter Blue Court, Springfield, said that staff’s recommendation for denial was based on a lack of understanding about how health care systems functioned. He added that staff was primarily concerned about saving a few thousand square feet of land which was not sufficient reason to deny the application. Mr. McBride said that this area of Lorton was in need of a major HealthPlex system.

Martin Schirmacher, 9534 Third Place, Lorton, agreed with Commissioner Byers' change to the wording in Proffer Number 9 concerning the commencement of construction. He presented photographs depicting the intersection of Lorton Road and Sanger Street and said he had concerns that the length of the left turn lane would only accommodate a few cars resulting in traffic congestion. Mr. Schirmacher submitted the South County Federation Resolution not to oppose the application, a copy of which is in the date file.

There being no further speakers, Chairman Murphy called for a rebuttal statement from Ms. Hall.

Ms. Hall said that the design of the turn lane took into consideration the entire site including the HealthPlex; therefore, traffic congestion should not present a problem.

Ms. Hall, responding to a question from Commissioner Byers, said that Proffer Number 17 had originally restricted the use of sirens on Sanger Street but had been deleted because local residents, volunteer firemen, and emergency workers said such a restriction would be illegal.

In response to a question from Commissioner Alcorn, Ms. Hall said that the proposed sidewalk located along the Sanger Street frontage would connect with the sidewalk on Lorton Road and allow direct access to the bus shelter.

Ms. Lewis, in response to Mr. McBride's presentation, said staff had not suggested that the proposed building be situated closer to Sanger Street in order to minimize clearing and grading; however, staff believed that all alternatives regarding that matter had not been considered.

There were no further comments or questions from the Commission; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Byers for action on this item. (A verbatim excerpt is in the date file.)

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Commissioner Byers MOVED THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS APPROVE RZ 2005-MV-029, SUBJECT TO THE EXECUTION OF PROFFERS CONSISTENT WITH THOSE DATED MAY 3, 2005, AS AMENDED TONIGHT.

Commissioner Koch seconded the motion which carried unanimously with Commissioners Hall, Hopkins, Lawrence, and Wilson absent from the meeting.

Commissioner Byers MOVED THE PLANNING COMMISSION RECOMMEND THAT THE TRANSITIONAL SCREENING REQUIREMENTS ALONG THE SOUTHERN AND WESTERN PROPERTY LINES BE MODIFIED TO THE EXISTING VEGETATION AND PROPOSED LANDSCAPING, AS DEPICTED ON THE GDP AND AS PROFFERED BY THE APPLICANT TONIGHT.

Commissioner Koch seconded the motion which carried unanimously with Commissioners Hall, Hopkins, Lawrence, and Wilson absent from the meeting.

Commissioner Byers MOVED THAT THE PLANNING COMMISSION RECOMMEND THE BOARD OF SUPERVISORS WAIVE THE BARRIER REQUIREMENTS ALONG THE SOUTHERN AND WESTERN PROPERTY LINES.

Commissioner Koch seconded the motion which carried unanimously with Commissioners Hall, Hopkins, Lawrence, and Wilson absent from the meeting.

Commissioner Byers MOVED THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS APPROVE THE WAIVER OF THE 75 FOOT SETBACK FROM AN INTERSTATE HIGHWAY TO PERMIT THE STRUCTURE BE LOCATED 40 FEET FROM THE RIGHT-OF-WAY OF INTERSTATE 95.

Commissioners Koch and Lusk seconded the motion which carried by a vote of 7-1 with Commissioner Harsel opposed; Commissioners Hall, Hopkins, Lawrence, and Wilson absent from the meeting.

Commissioner Byers MOVED THAT THE WAIVER REQUEST FOR A REDUCTION OF LOADING SPACE REQUIREMENTS FROM FIVE TO THREE BE DEFERRED UNTIL SITE PLAN REVIEW.

Commissioner Lusk seconded the motion which carried unanimously with Commissioners Hall, Hopkins, Lawrence, and Wilson absent from the meeting.

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S01-CW-17CP – OUT-OF-TURN PLAN AMENDMENT - To consider proposed revisions to Countywide Transportation recommendations of the Comprehensive Plan for Fairfax County, VA, in accordance with the *Code of Virginia*, Title 15.2, Chapter 22. At this public hearing, the Planning Commission will consider a Plan Amendment proposal that revises the Transportation section of the Policy Plan: The Countywide Policy Element of the Comprehensive Plan for Fairfax County, Virginia, to reflect current travel demand forecasts and approaches and to address future transportation challenges in Fairfax County. Significant proposed revisions to transportation policies and objectives include increased emphasis on use of public transportation, inclusion of on-road bicycle routes, addition of an objective on transportation demand management, deletion of an objective on aviation, addition of an appendix on types of transit services and facilities, addition of an appendix on trail classification, revision to appendices on roadway classification, addition of typical cross sections to appendix on right-of-way requirements, and addition of policy on context-sensitive solutions in roadway design. The Plan Amendment proposes revisions to the Transportation Plan Map, designating planned new and

improved roadways, interchanges, transit facilities, commuter parking lots, and other transportation facilities throughout the County. Proposed revisions to the Transportation Plan Map are:

- Increase the number of planned lanes from 8+ (HOV) to 12 on I-95 from the Springfield Interchange to the Wilson Br. and on I-495 from I-95/I-395 to the American Legion Br., from 8 to 10 on Rte. 28 from I-66 to the Loudoun County line, from 6 to 8 on Rte. 28 from I-66 to Prince William County Line, new 4 lane arterial (Manassas Battlefield Bypass) from Rte. 29 to Prince William County Line, from 4 to 6 on Fairfax County Pkwy. from Baron Cameron Ave. to Rte. 7 and from Rte. 123 to Sydenstricker Rd.; from 2 to 4 on Silverbrook Rd. from Rte. 123 to Hooes Rd.; and from 2 to 4 on Lee Road from Rte. 50 to Willard Rd.;
- Decrease the number of planned lanes from 8 to 6 on Rte. 1 from I-495 to N. Buckman/Mt. Vernon Hwy., from 6 to 4 on Rte. 1 from N. Buckman/Mt. Vernon Hwy. to Ft. Belvoir, from 6 to 4 on Lorton Rd. from Silverbrook Rd. to Furnace Rd., and from 4 to 2 on Furnace Rd. from Lorton Rd. to Landfill Rd.;
- Add a rail station in Tysons Corner (for a total of 4 stations in Tysons Corner);
- Add the HOV lanes designation to Rte. 28 and Fairfax County Pkwy.;
- Add the HOT lanes designation to the I-495, I-95, and I-395;
- Add interchange at Fairfax County Pkwy./Shirley Gate Rd./Popes Head Rd.;
- Remove interchanges at Rte. 236/Annandale Rd. and Rte. 1/Woodlawn Rd.;
- Add an overpass at Rte. 236/Annandale Rd.;
- Add the Enhanced Public Transportation Corridor designation to Rte. 7, Rte. 1 south of the Fairfax County Pkwy. to the County line, and from the Franconia-Springfield Metrorail station following the I-95/Loisdale/existing rail line corridor, including the existing rail line spur to Fort Belvoir;
- Add the LRT/BRT (Light Rail Transit/Bus Rapid Transit) designation to Rte. 1;
- Add the Metrorail designation to I-66;
- Add a commuter parking lot in the Braddock Rd. corridor west of I-495;
- Remove a transit transfer station on Telegraph Rd.

Suggestions received from the public and included in the *Public Input and Responses Report* posted on the project website will also be considered as part of this public hearing. These include consideration of a reduction of lanes on Elm Place, Morgan Lne., Hunter Mill Rd., McLearen Rd., and Wiehle Ave. The Plan Amendment also revises transportation recommendations in each Area Plan volume consistent with the adopted Fairfax County Transportation Plan Map. COUNTYWIDE. PUBLIC HEARING.

Leonard Wolfenstein, Department of Transportation (FCDOT), presented the staff report, a copy of which is in the date file. He noted that staff recommended approval of this Out-of-Turn Plan Amendment. He then introduced George Barker, Chairman of the Transportation Advisory Commission (TAC), and requested that he address the Commission.

Mr. Barker spoke in support of the Plan Amendment and said that it addressed the needs of the residents of Fairfax County and transportation issues identified by the Virginia Senate Committee on Finance. Mr. Barker stated that TAC, along with the Commission's Transportation Committee and staff, had worked to present a plan that simplified, clarified, and condensed the Policy Plan. He noted that throughout the process, staff had been responsive to public input and in some instances, had coordinated information with other jurisdictions. Mr. Barker added that the proposed amendment included decreases in capacity and reductions in lanes where needed.

Commissioner de la Fe commended TAC and staff for their efforts noting that they had worked closely with the Planning Commission's Transportation Committee. Chairman Murphy asked the members of TAC to stand and be recognized.

Chairman Murphy called the first listed speaker.

Robert Adams, 3008 Weber Place, Oakton, said that his suggestion, listed on page 31 of the Public Input and Responses Report, sought to delete the four lane designation on Hunter Mill Road by the Oakcrest Farm Community but did not address the four lane portion in the Oakton commercial area. He said Providence District Supervisor Linda Smyth had encouraged him to submit the suggestion but after talking with her this morning, he would like to modify his suggestion to extend the four lane deletion approximately 300 feet from Mystic Meadow Way to Vale Road. Mr. Adams explained that Hunter Mill Road was primarily two lanes and had been designated a Virginia byway due to its historic character. He said that Supervisor Smyth had been trying to include sidewalks along this portion of Hunter Mill Road; therefore, a two lane designation would be more appropriate for pedestrian safety. Mr. Adams said that he disagreed with staff's conclusion that eliminating the four lane designation would create congestion along the Hunter Mill corridor. He suggested that the congestion could be eliminated with turning lanes which were less expensive to construct and overwhelmingly supported by the citizens in the area.

In response to a question from Commissioner de la Fe, Mr. Adams said that his suggestion supported two lanes plus turning lanes; therefore, a middle turn lane would be acceptable as long as the character of the road remained the same.

Bruce Wright, 2079 Cobblestone Lane, Reston, Chairman, Trails and Sidewalks Committee, commended staff and TAC, and said the Committee had commented on early drafts of the Plan and had taken part in the public meetings held by FCDOT. He said that the current Plan included language regarding non-motorized transportation and the Trails Plan identified the location of trails, sidewalks, and on-road bicycle routes, but both Plans had not been integrated into the overall Transportation Map and process. Mr. Wright pointed out that the Public Input and Responses Report showed the citizens' concern on this issue. He said adoption of the proposed language and modification of Objective 1, Policy a, and Objective 13, Policy d, would accomplish this integration. Mr. Wright explained the Committee strongly supported Objective 10, Policy a, and was encouraged to see on-road bike routes included in the right-of-way requirements for roads. He said that on-road bike routes should be added to Objective 4, Policy c, which stated that sidewalks, trails, crosswalks, curb cuts, refuge areas, and pedestrian signals be clearly marked in the construction or reconstruction of roads and bridges. Mr. Wright expressed concern that Attachment 8, Travel Demand Forecasting Report, did not fully integrate bicycles and pedestrians. He disagreed with Objective 10, policy d, because discouraging non-motorized through travel on local and collector streets would only exacerbate the existing problem navigating the County.

Commissioner de la Fe said that Objective 1, Policy a, stated that the Countywide Trails Map would be included in the overall Transportation Map; however, he was not certain that one map could contain all information and still be legible.

In response to a question from Commissioner Alcorn, Mr. Wright said he had not discussed his mapping concerns with the County Geographic Information Services (GIS). Commissioner Alcorn recommended that he begin that conversation and told staff that he expected that the next Transportation Plan would be a fully integrated process that would include the Trails Plan.

Hunter McCleary, 2205 Trott Avenue, Vienna, representing the Fairfax Advocates for Better Bicycling, said that bicycling was not solely recreational but was an important transportation option. He suggested if the area were safe enough for commuters to bike to work, the County could reduce traffic by more than 10 percent. Mr. McCleary said that widening and building roads was not a long term solution to transportation, pollution, energy, or health problems. He said Objectives 1 and 2 would better integrate motorized and non-motorized transportation plans and build more on-road bike routes. He stated that the scenario forecasts and recommended projects in Attachment 8 contained little mention of bicycle or pedestrian facilities and to encourage more transportation choices, those needed to be a priority. Mr. McCleary recommended funding and executing bike lane pilot projects, mandating the addition of four foot asphalt shoulders whenever secondary roads were resurfaced, and implementing the 2003 Northern Virginia Regional Bikeway and Trail Network Study Final Report.

Chairman Murphy said that although he appreciated Mr. McCleary's ideas, the biking community had no concept of how they should relate to automobiles as shown by their disregard for traffic signals and courtesies. He suggested that Mr. McCleary's group try to correct the situation. Mr. McCleary agreed and said that there should be more enforcement by both parties and that his organization was planning an education program; however, the police force needed to be educated as well.

In response to a question from Commissioner Hart, Mr. Wolfenstein said that the recently adopted FY 2007 County Budget provided funding for both a County Bicycle Program Coordinator and funding for projects such as developing a GIS layer depicting the County's bicycle infrastructure.

Linda Freimark, 12616 Lake Normandy Lane, Fairfax, chair of the Great Falls Chapter of the Sierra Club, said she was concerned about the lack of attention to energy consumption and emissions, pedestrian and bike options, and definitions in the Analysis of Transportation System. She said that since transportation consumed nearly 30 percent of all energy, the County could address global warming by replacing highway projects with transit and other non-automobile features at every opportunity. Ms. Freimark pointed out that three out of every four trips in the region were non-work related trips and many of those were three miles or less. Ms. Freimark stated that one in every five people over the age of 65 did not drive. She added that unless more transportation options were provided, these seniors would place additional strains on the County's social and health services by becoming increasingly isolated and having increased health problems. She noted that she would like to see integrated land use and transportation plans; however, this Plan seemed to accept growth in areas of the County not easily served by transit. She said that staff should give more weight to energy consumption and the needs of the elderly. Ms. Freimark said the selection of projects needed to be reworked to more effectively minimize auto use while expanding low impact options such as bike lanes and pedestrian access.

In response to a question from Commissioner Byers, Ms. Freimark said that she had not prepared the presentation and did not know the source of the facts quoted in the testimony. She pointed out that senior citizens could use bus and rapid transit as alternatives to automobiles. Commissioner Byers commented that it would be inconvenient for many seniors to use mass transportation for daily errands.

Commissioner Alcorn encouraged Ms. Freimark and the Sierra Club to participate in the upcoming Land Use Information Accessibility Advisory Group.

Commissioner de la Fe pointed out that many seniors used the Reston bus system because it stopped at local senior housing facilities and supermarkets and said that the Transportation Plan encouraged the use of public transit.

Chairman Murphy said that funding was a determining factor in what projects were completed. Ms. Friedmark said it was a question of how the County wanted to allocate its resources.

Earl Flanagan, 3117 Waterside Lane, Alexandria, representing the Fairfax County Federation of Citizens' Associations, said that as Mount Vernon District Transportation Commissioner, he had helped draft the revisions to the Countywide Transportation policies, glossary, and his district map. He pointed out there were four corrections to the Map, Attachment 5. He said that the draft map showed Richmond Highway between Fairfax County Parkway and the north end of Buckman Road as four lanes while the existing Comprehensive Plan showed this segment planned for six lanes. Mr. Flanagan said that the second change which had been requested by the South County Citizens' Association and the Mount Vernon Council of Citizens Association was that a circle be added to the Map at the intersection of Interstate 95 and Furnace Road in the Lorton area denoting that a study should be done on methods for direct access to the County incinerator. He explained that staff stated that the Federal Highway Administration (FHA) had historically refused to add ramps to or from interstates for a single use. Mr. Flanagan said that staff's concern and reluctance were not justified and that there were several such ramps in the area. He stated that a gray line needed to be added to the Map between Route 123 and Furnace Road in Lorton to depict Hooes Road as a completed four lane road. Mr. Flanagan noted that the Plan text called for a replacement of the bridge over the CSX Railroad that connected Gunston Cove Road from Richmond Highway to Lorton Road but the draft map eliminated the bridge. He explained that South County Federation Transportation Chairman, Shean Robinson, who was unable to testify, requested that the bridge be added back to the draft map. Mr. Flanagan said that he agreed with Mr. Robinson's additional request to delete the Gunston Cove Road conversion to a cul-de-sac. He said tonight's public hearings were a concern because of the enormous amount of text in the Area Plan that would be contrary to the Countywide Transportation Map. He explained that when there was a conflict between text and drawings, text prevailed, so it was very important that the text agree with the maps. He said that the Mount Vernon District Transportation Committee, TAC, the Fairfax County Federation of Citizens' Associations, and the Mount Vernon Council of Citizens' Associations had just recently received the staff report with Attachment 4 proposing 25 pages of changes to the 140 transportation maps. Mr. Flanagan said that he strenuously objected to being asked to analyze and provide testimony on these with less than one week to review them. Mr. Flanagan stated that he had not finished his review but had found errors in all 30 drawings for his district area. He said that since this was an enormous undertaking, staff should prepare draft revisions which would then be submitted to the public and TAC for comment, followed by a public hearing after the final draft revision.

Frank Cohn, 8809 Gateshead Road, Alexandria, Chairman of the Mount Vernon Council of Citizens' Associations' Transportation Committee, said that there was a need for direct truck access from southbound Interstate 95 into the County Energy/Resource Recovery Facility which would also require improvements to the Furnace Road and Interstate 95 intersection. He asked that staff apply to the FHA for an access point in the interest of safety and community tranquility. Mr. Cohn explained that he supported traversing the Fort Belvoir military reservation with the construction of a four lane connector road at the Richmond Highway/Telegraph Road connector with the expectation that there would be no future effort made to widen Mount Vernon Highway to four lanes at any other location. He said that the new road should be named Mulligan Road for its entirety. Mr. Cohn said that the Mount Vernon Council

supported a six lane configuration plus transit on Richmond Highway between Buckman Road and Woodlawn Plantation; however, a four lane segment, as proposed, was illogical. (A copy of his presentation is in the date file.)

Responding to questions from Chairman Murphy and Commissioner Harsel, Mr. Wolfenstein said that staff's recommended changes to the Plan were listed in table format in Attachment 6 and depicted on the Countywide Map.

In response to a question from Commissioner de la Fe, Mr. Wolfenstein said that if approved, the OTPA would change the overall policy and an additional process, such as a technical amendment with a public hearing, would change the text.

Suli Wang, 2849 Hunter Mill Road, Oakton, said that her house was located on Hunter Mill Road between Route 123 and Lewis Knolls Drive and she had never seen traffic congestion that warranted changing Hunter Mill Road to a four lane designation.

Kevin Morse, 6020 Old Landing Way, Burke, who had been on the Braddock District Task Force, said that although the Public Input and Responses Report included many comments about para-transit service such as taxis, EZ Buses, and jitneys, the final report did not explain how that service would be implemented or marketed.

Commissioner Harsel explained to Mr. Morse that the Braddock District report, included in Attachment 7, addressed his concerns.

Mr. Morse continued and said express bus service needed to be addressed more fully and the new Washington area slug lines were the best source of free market transportation. He commented on the benefit of the pedestrian access at the VRE garage being built in the Burke Center and the design improvements proposed by staff for Burke Center Parkway and Roberts Parkway.

Jody Bennett, 1459 Hunter View Farms, Vienna, said she supported the statements of Mr. Adams regarding preserving the character of Hunter Mill Road. She stated that the words "educational centers" should be added to Objective 2, Policies j and k, after the words "employment centers." Ms. Bennett said that in Objective 2, Policy p, the word "train" should be replaced by "educate" or a similar word. She stated that additional language needed to be added to support the Board of Supervisors' goal to balance land use and supporting transportation infrastructure. Ms. Bennett said that the impact area needed to be defined in Objective 11, Policy b. She said that the Supervisors and the Commission often stated that applications could not be denied due to the lack of transportation infrastructures; however, it was very important to put language in the Plan that tied land use and infrastructure together and suggested adding policies to implement that goal.

Commissioner Alcorn said that the new transportation-oriented development effort could use her input.

Keith Walker, 2805 Welbourne Court, Oakton, said he was impressed with the comprehensiveness of the Transportation Plan. He supported the speakers who advocated designating Hunter Mill Road as two lanes saying it would make land available for sidewalks, trails, or turning lanes. Mr. Walker noted that he lived between Mystic Meadow Way and Route 123 and did not support the current plan to develop a four lane road adjacent to his home.

Bruce Bennett, 1459 Hunter View Farms, Vienna, commended the format of the Public Input and Responses Report. He said one concern was the change in the definition of arterial because a four lane arterial would increase a right-of-way to 161 feet adversely affecting Hunter Mill Road. Mr. Bennett said he endorsed a two lane Hunter Mill Road designation. He said that the Hunter Mill Road Traffic and Calming Engineering Study should be incorporated into the Plan upon the study's completion. Mr. Bennett cited a recent case in the Hunter Mill District where a developer had been released from the trail requirements and said that these frequent occurrences exacerbated existing problems within the County.

Candice Bostwick, 1207 Tewksbury Drive, Herndon, commended staff but said that the future quality of life depended upon the use of non-motorized transportation which would improve air quality. She said that if the McLearen Road extension was still being planned, it needed to be deleted because it would have an adverse affect on the environmentally sound woods and wild life. She added that if an extension was built it should be for bicycles or public transit but not automobiles.

In response to a question from Commissioner Hart, Mr. Wolfenstein said that the plans for a rail stop at Trinity Center along Route 66 had never been finalized during the Major Investment Study, the Virginia Department of Transportation (VDOT) had no current plan for one, and the draft map did not include one.

Commissioner Hart said that item 125E in Attachment 7 had previously been considered an inappropriate Area Plans Review (APR) item because it involved transportation. He said that the response to the nomination was that there was no designation of a Meherrin Drive road extension on the Transportation Plan Map; however Commissioner Hart noted that the connection was depicted in the Area III Volume of the adopted Plan. He said that the map and the Plan needed to be corrected so the two would agree. Commissioner Hart questioned how a citizen could propose changes to the text of a transportation related item if it was not reviewed during the APR cycle or with this Amendment.

Commissioner de la Fe said that if this Amendment was approved, the text would be changed by either a separate process or in the next APR cycle. Mr. Wolfenstein said that staff understood that the process to consider items during the Policy Plan review stage and not the APR process had been established by the Planning Commission. He said that to ensure that revised text was reflected in the Plan, there would need to be a technical amendment process; however, the majority of cases were solely map figure changes and would not have to go through that process. He added that if a figure conflicted with the new map then it would be corrected by Attachment 4 and the Commission's action on this Amendment.

Commissioner Harsel asked staff to compare the cost of running a jitney bus and building an extra lane on a roadway.

In response to a request from Commissioner Byers, Commissioner de la Fe said that the map would be revised as part of this process; however, the text would not. Mr. Wolfenstein said that staff would address all the comments heard at tonight's public hearing as well as additional ones that came in before the decision date.

Responding to a question from Commissioner Harsel, Mr. Wolfenstein said that designated bike lanes were not shown on the Transportation Map but on-road bike routes were shown on the Trails Map. Commissioner de la Fe said that the approved Trails Map would be incorporated into the Transportation Map.

Commissioner Alcorn noted that for the first time the majority of the input to a process such as this had been received via the internet and thanked staff for tabulating the Public Input and Response Report so the Commission could see how the information had been obtained.

In closing, Mr. Wolfenstein said he looked forward to working with the Commission to resolve outstanding issues over the upcoming weeks.

There were no further comments or questions from the Commission; therefore, Chairman Murphy closed the public hearing and recognized Commissioner de la Fe for action on this item. (A verbatim excerpt is in the date file.)

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Commissioner de la Fe MOVED THAT THE PLANNING COMMISSION DEFER DECISION ON OUT-OF-TURN PLAN AMENDMENT, THE TRANSPORTATION PLAN, S01-CW-17CP, TO MAY 25, 2006.

Commissioners Alcorn and Byers seconded the motion which carried unanimously with Commissioners Hall, Hopkins, Lawrence, and Wilson absent from the meeting.

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The meeting was adjourned at 11:10 p.m.
Peter F. Murphy, Jr., Chairman
Suzanne F. Harsel, Secretary

CLOSING

May 4, 2006

Audio and video recordings of this meeting are available at the Planning Commission Office, 12000 Government Center Parkway, Suite 330, Fairfax, Virginia 22035.

Minutes by: Susan M. Donovan

Approved on: _____

Linda B. Rodeffer, Clerk to the
Fairfax County Planning Commission